

**Amendments to the Specification:**

Please replace the paragraph beginning at page 9, line 4, with the following rewritten paragraph:

The air compressor 50 is coupled to the axle by a pressure-proof hose 54. The axle 18 has a pneumatic chamber 56 annular coaxially disposed therein with an inlet 58 located outside of oil seal 22 and an outlet 60 exhausting into the closed air chamber 36. The air compressor 50 is capable of maintaining a predetermined pressure in the closed air space, typically between 1psi and 30psi. The actual pressure is determined by the type of seals to be employed since certain seals cannot handle the higher pressures. In the preferred embodiment, the air compressor will automatically compensate for differing loading characteristics which can change the pressure reading of the hub. For instance, if the hub is filled to 10 psi, operating the towing vehicle at highway speeds will have tendency to warm the air within the hub assembly and increase air pressure. Similarly, should the hub assembly be subjected to very cold temperatures, such as when the hub assembly is placed under water during the launching of a boat, the result will be a decrease in air pressure. This may ~~can~~ cause a false reading to an unsuspecting law enforcement official when no ~~lost~~ loss of seal integrity has occurred, but the appearance of a reduction in air pressure would otherwise indicate such an event.